

Memorandum



Economic Development
Rio Salado

To: Mayor and City Council

From: Chris Anaradian, Rio Salado Manager, ext 2204 *CA*
Jan Schaefer, Economic Development Director, ext 8036

Subject: Rio Salado Marina Phase I Update (lagoon, boat ramps, restrooms, bike path, parking areas and park)

Date: May 4, 2001

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In the interest of time, staff is coming forward to follow up on questions received during the Rio Salado Committee of the Whole meeting on April 19, 2001.

Where are we on Phase I?

FUNDING		Budget History	
<i>Date</i>	<i>Budget</i>	<i>Description</i>	
July 1999	\$1,082,297	Previous CIP Budget	
March 2000	\$2,420,000	SLIF Grant Funding	
2001-2002	\$1,500,000	Future CIP Budget	
<u>TOTAL:</u>	<u>\$5,002,297</u>		

EXPENSES

<i>Date</i>	<i>Budget</i>	<i>Description</i>
June 2000	\$ 126,799	1999-2000 CIP Expenses
June 2000	\$ 305,940	1999-2000 CIP Expenses (lake edge breach)
April 2001	\$ 927,203	2000-2001 CIP Expenses
April 2001	\$ 502,390	200-2001 Encumbrances
<u>TOTAL:</u>	<u>\$1,862,332</u>	
BALANCE TO FINISH:	\$3,139,965	
Scheduled Completion:	Spring, 2002	

Description of Work

Phase I has been 100% designed. Excavation and Grading have proceeded on schedule. The marina basin has been almost completely excavated. Currently there is a large potential for construction delay due to the SROG Sewer Line Rehabilitation Project. A May 1 update from the project engineers on the sewer line project indicates that work on the marina portion of the pipeline may not commence until mid-November this year. This would push completion of the Marina Phase I improvements to June or July of 2002. The spring and summer months have historically not been peak periods of activity for sailing operations.

Required Schedule for Completion

A stipulation to secure the State Lake Improvement Fund (SLIF) grant funding was that the project be completed by Nov 2000. The City of Tempe has already filed for an extension so that the Project can be completed by Nov 2001. City staff does not anticipate any difficulty in obtaining a second year-long extension based upon the construction activity to date.

What would be the costs to move the Lagoon to the East?

Complete backfill of the current excavation would cost approximately \$900,000. Fill material will have to be purchased, delivered to the site and compacted to specific engineering specifications to be suitable for re-use.

Complete re-excavation of the lagoon would cost approximately \$725,000. A new design would be required.

A partial relocation that would allow for 50% of the current excavation to remain is estimated to cost approximately \$775,000. In order to successfully backfill and compact 50% of the current excavation, some fill material would have to be placed in the half to remain and be re-excavated in order to meet engineering compaction standards.

What opportunities are there to make this design friendlier to adjacent development?

After meeting with potential developers, and professional architects, several scenarios have presented themselves. By first examining many options, and later site visits, it was clear to development interests, their architects and city staff that the constraints of the site (power lines, traffic access, levee, etc) negate the feasibility of moving the lagoon as designed and currently excavated. Expanding or incorporating this lagoon into a larger development with private uses was also an unattractive option to all. The hydrologic design of the lagoon as well as its intended use as a safe harbor makes it unattractive to private development. What private development is most interested in are wet slips for their use. This is best achieved by creating opportunities for the development of a separate private lagoon.

1. Construct Phase I improvements as currently designed.

Costs: No further costs for design or construction of Phase I

Advantages: Eliminates costs of re-design and further Project Delay
Maintains grant funded program elements
Facility has great chance of being completed before the next November
Deadline (2002)

Disadvantages: Does not accommodate potential development to the East.

2. Complete a re-design of the boat ramp drives and launches to open up the SE corner of the site to engage development to the East (see attached).

Costs: Approximately \$200,000.

Advantages: Maintains grant funded program elements
Further engages development to the East
Accommodations for development provide opportunities for negotiated sale or lease

Disadvantages: Reduces size of designed Park at Marina

Requires re-design effort (\$ and time)
May push a November 2002 extension deadline for project completion
Turns over a portion of the City site to private development
Alters the artistic park element at the Marina

3. Build on Option 2 to also provide for a dedicated off-ramp from the Red Mountain Freeway to improve traffic circulation to the Marina and development to the East (see attached).

Costs: Approximately \$245,000 plus costs for utility relocations

Advantages: Maintains grant funded program elements

Provides direct access to the Marina from the Red Mountain Freeway

Further engages development to the East

Accommodations for development provide opportunities for negotiated land sale or lease

Disadvantages: Requires overhead power relocations

Makes an accommodation for a yet-to be designed off-ramp that would certainly impact the north bank park system

Reduces size of designed Park at Marina

A freeway off-ramp would increase traffic flows through Marina and across path of trailered vehicles entering and leaving Marina

Requires re-design effort and further detailed coordination with APS and ADOT

Turns over a portion of the City site to private development

Should the off-ramp never develop, landscaping would most certainly take this space, but would not fully integrate with the previously designed Marina park.

Drastically alters the artistic park element at the Marina

What opportunities are there for private sector involvement in Phase I?

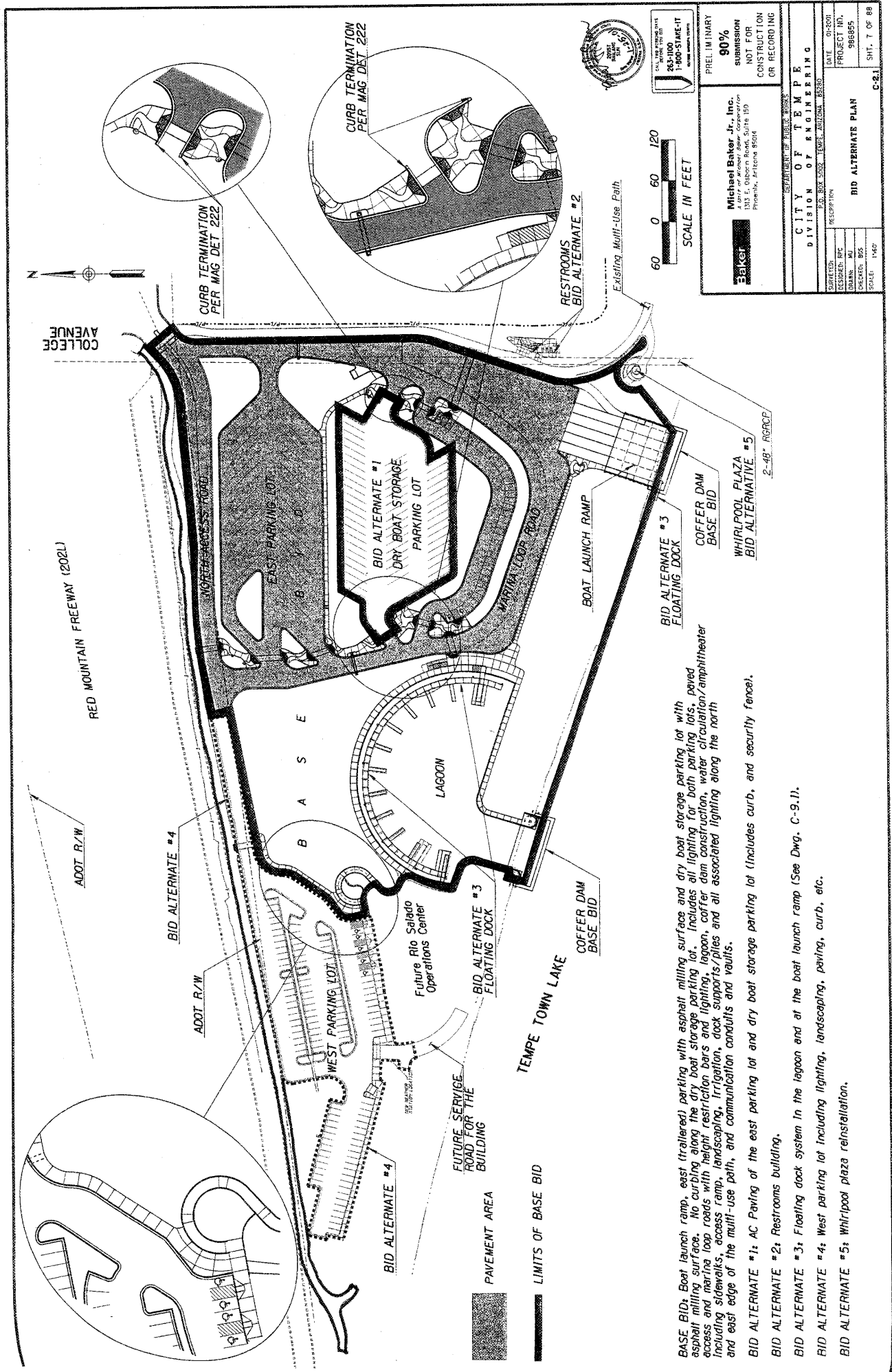
Phase I consists of the lagoon, boat ramps, boat storage, trailered vehicle parking, park, restrooms and bike path. The lagoon itself has not been programmed for private uses and rather is designed to provide a home for the city fleet and safe harbor for large craft on the lake. Potential developers do not see the lagoon that is currently being constructed as a revenue opportunity. This would leave boat storage as the major potential revenue source. Staff and potential developers agree that this revenue opportunity is simply not great enough to warrant private involvement in Phase I improvements.

Staff Recommendation

Considering consultant studies, continued public support for open space and recreational facilities, and past council direction, staff would recommend Option One as outlined above. Neither Option 2 or 3 has been presented to the Rio Salado Commission, whose next meeting is scheduled for

May 22. Time is of the essence, however. Any movement towards options 2 or 3 would require an immediate halt to some construction currently underway and a re-design effort would need to begin as soon as possible to avoid significant delay to the completion of this Project. Staff is seeking direction from the council on how to proceed with completion of this project.

OPTION 1



BASE BID: Boat launch ramp, east (trailer) parking with asphalt milling surface and dry boat storage parking lot with asphalt milling surface. No curbing along the dry boat storage parking lot. Includes all lighting for both parking lots, paved access and marina loop roads with height restriction bars and lighting, lagoon, carrier dam construction, water circulation/amphitheater including sidewalks, access ramp, landscaping, irrigation, dock supports/piers and all associated lighting along the north and east edge of the multi-use path, and communication conduits and vaults.

BID ALTERNATE #1: AC Paving of the east parking lot and dry boat storage parking lot (Includes curb, and security fence).

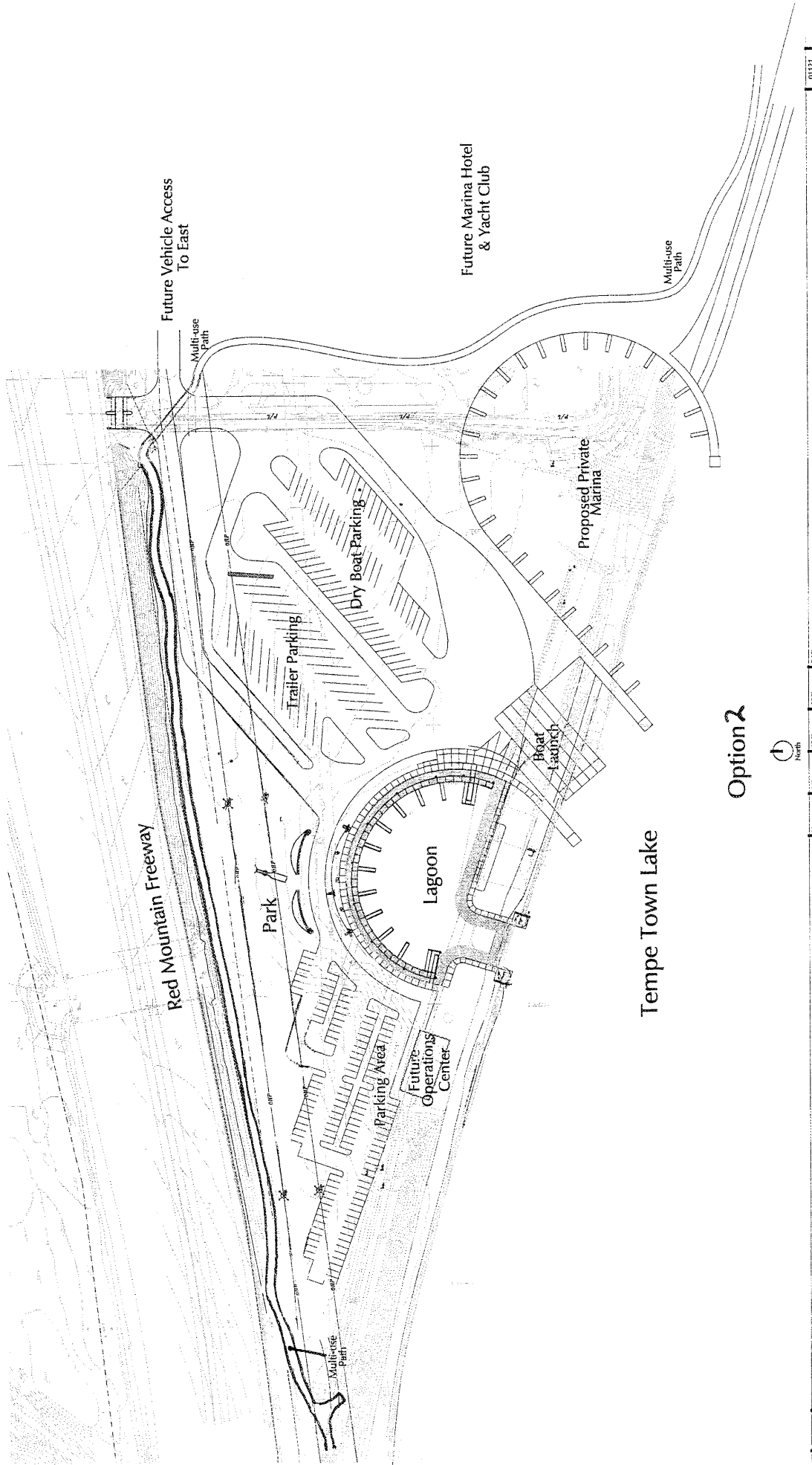
BID ALTERNATE #2: Restrooms building.

BID ALTERNATE #3: Floating dock system in the lagoon and at the boat launch ramp (See Dwg. C-9.1).

BID ALTERNATE #4: West parking lot including lighting, landscaping, paving, curb, etc.

BID ALTERNATE #5: Whirlpool plaza reinstatement.

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CITY OF TEMPE DIVISION OF ENGINEERING		
SURVEYOR DESIGNED BY DRAWN BY CHECKED BY SCALE: 1"=60'	DATE: 01-2001 PROJECT NO.: 986855 BID ALTERNATE PLAN	SHEET 7 OF 88 C-9.1

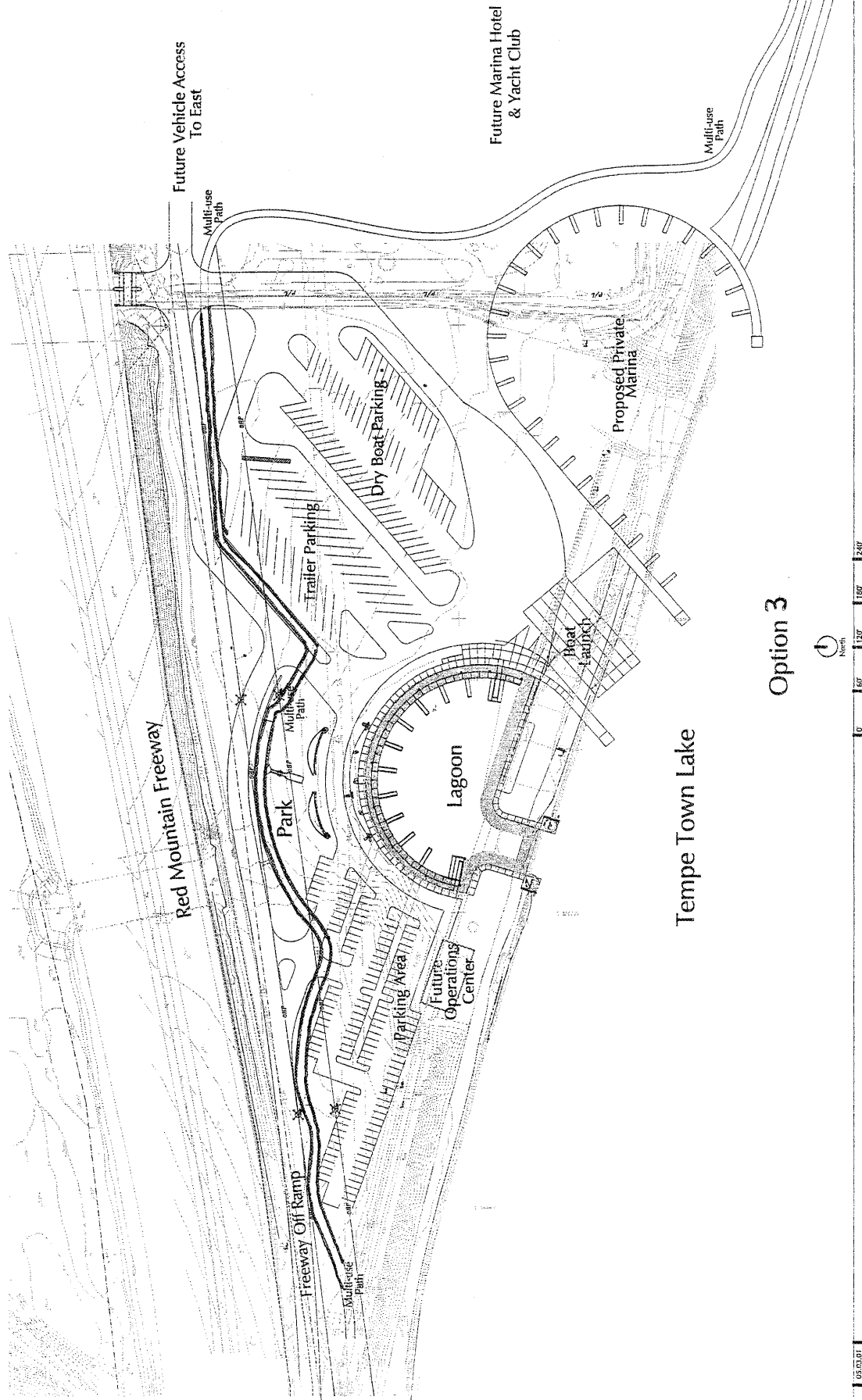


Option 2

Tempe Town Lake

Tempe Town Lake Marina Tempe, Arizona

Prepared For:
City of Tempe



Option 3

Tempe Town Lake

Tempe Town Lake Marina Tempe, Arizona

Prepared For:
City of Tempe